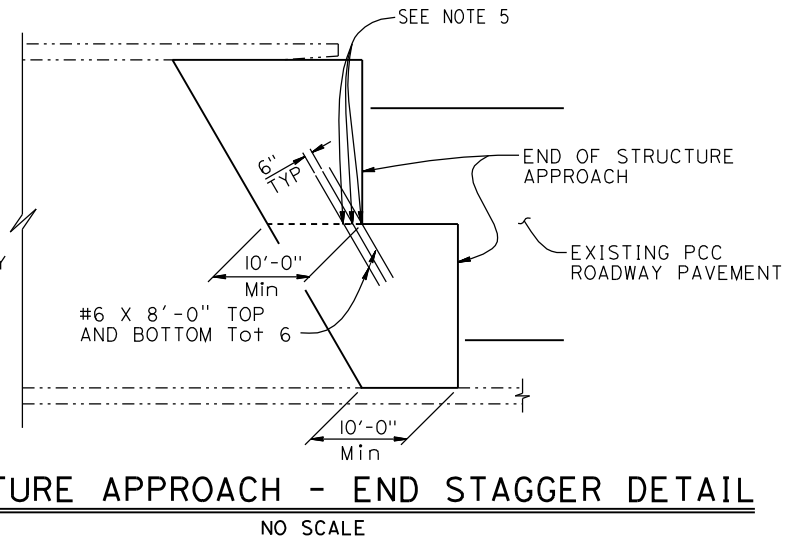
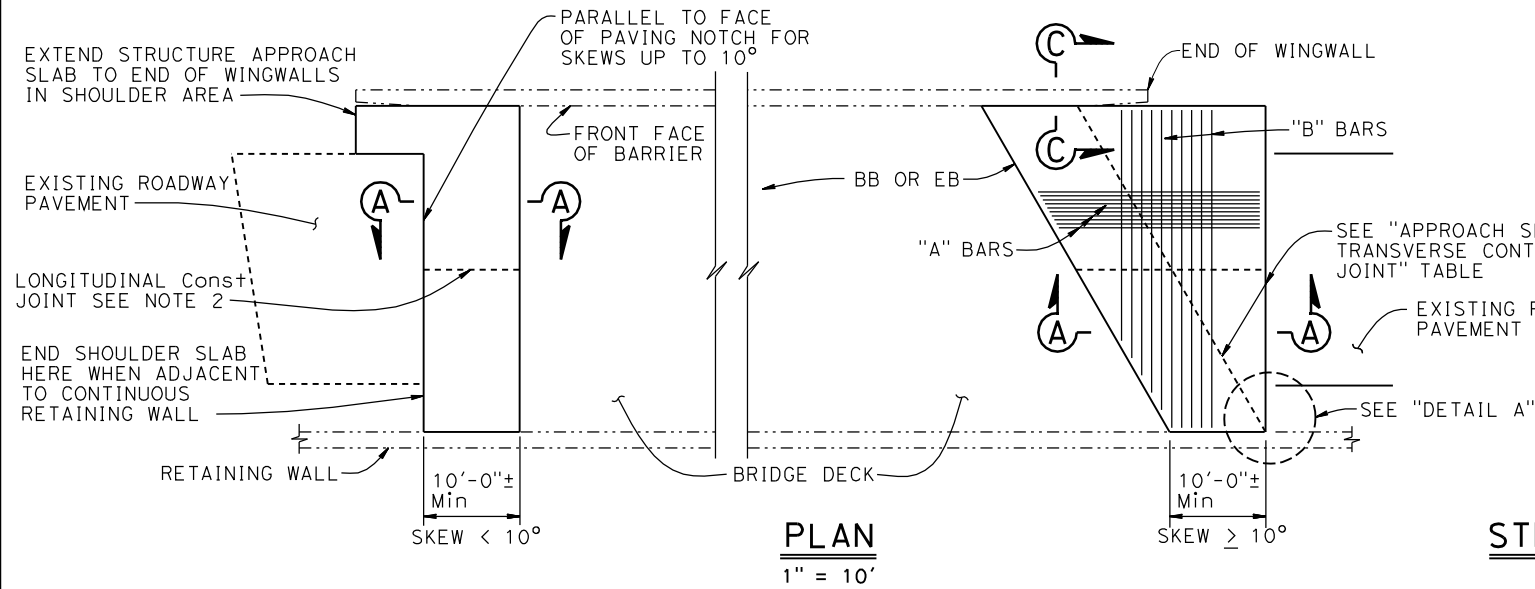
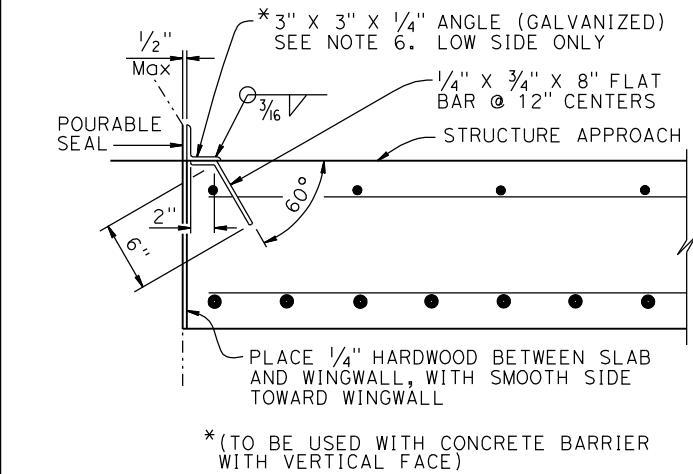
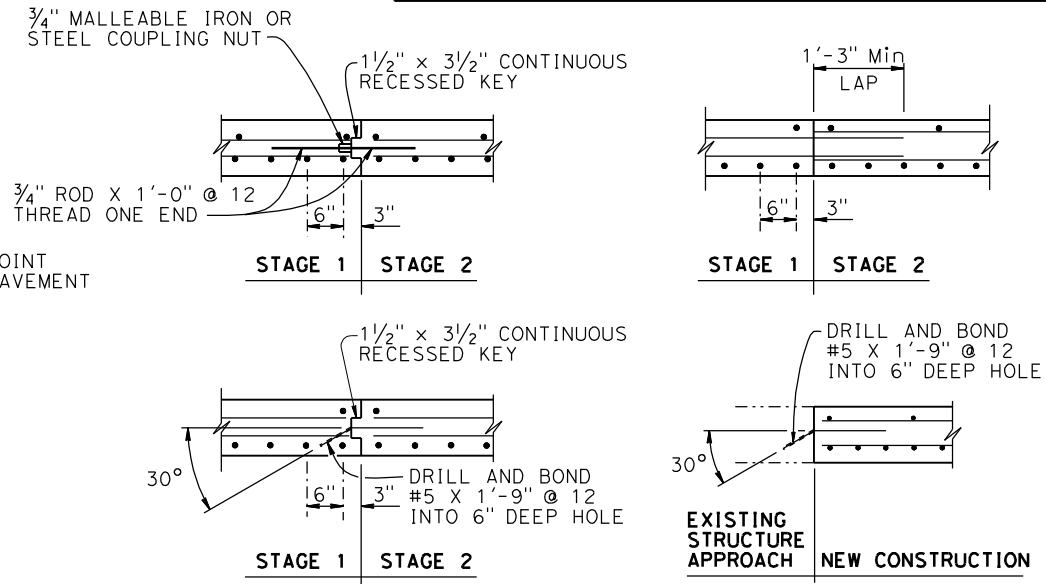
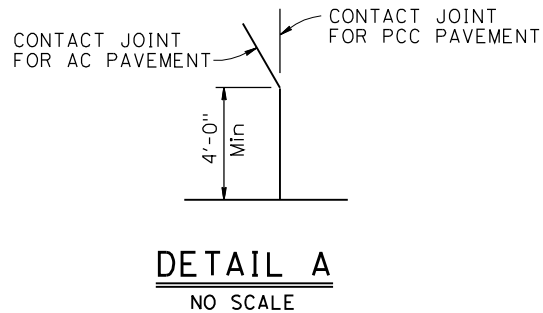
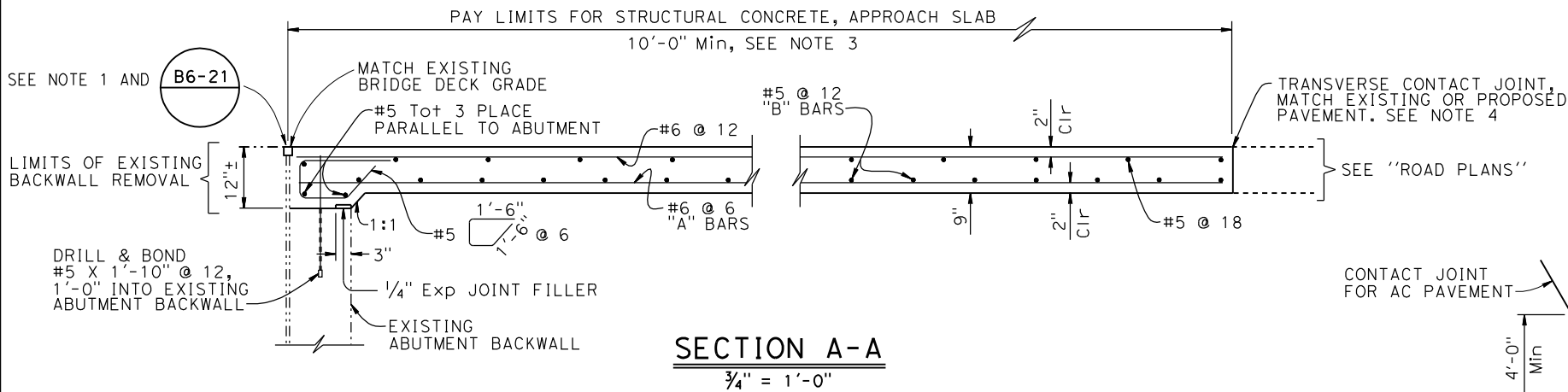


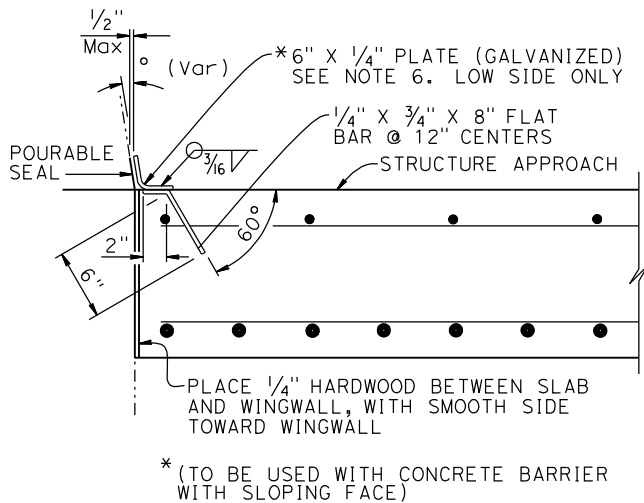
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
X	X	X	X	X	X
REGISTERED CIVIL ENGINEER			X	DATE	
PLANS APPROVAL DATE					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.			REGISTERED PROFESSIONAL ENGINEER No. X Exp. X CIVIL STATE OF CALIFORNIA		



APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 10°	PARALLEL TO FACE OF PN	PARALLEL TO FACE OF PN
10° - 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER LINES 24' TO 36' APART
> 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER AT EACH LANE LINE



DETAIL B
1 1/2" = 1'-0"



SECTION C-C
3/4" = 1'-0"

LONGITUDINAL CONSTRUCTION
JOINT ALTERNATIVES
3/4" = 1'-0"

- NOTES:
- For details not noted or shown, see Structure Plans. Adjust bar reinforcement to clear a sawcut for sealed joint, when required
 - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines
 - Transverse contact joint shall be a minimum of 5' from an existing or constructed weakened plane joint
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10
 - Couplers are required for stage construction
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.

STANDARD DRAWING	
FILE NO. xs3-170	APPROVAL DATE <u>July 2011</u>

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO. X	X
POST MILE X	
STRUCTURE APPROACH TYPE R(10S)	